

This particular Airspeed Envoy has just been delivered to the Maharajah of Jaipur.

The sketch below gives a rough idea of the layout of the A.W.27 (four Tiger IX) for Imperial Airways.

## ARMSTRONG WHITWORTH

**TWELVE** large four-engined monoplanes are being built at the Whitley (Coventry) works of Sir W. G. Armstrong Whitworth Aircraft, Ltd. Designed expressly for operation on the European and Empire routes of Imperial Airways, these machines, designated provisionally A.W.27s, are of high-wing type with 795 h.p. Tiger IX engines driving De Havilland variable pitch airscrews.

The wings are built on a single box-spar and taper in plan form and thickness. Metal covering is used for the leading edge, part of which serves to cool the oil tanks. Aft of the spar the wing consists of a lattice structure of rolled light-alloy sections, the covering being fabric. Split trailing-edge flaps are fitted and the mass-balanced Frise ailerons have automatic servo flaps. The flap on the port aileron can be used to trim the machine laterally.

An oval monocoque structure of light alloy, the fuselage incorporates stress-bearing skin.

Each half of the undercarriage is retractable hydraulically into the inner engine nacelles and behind the spars.

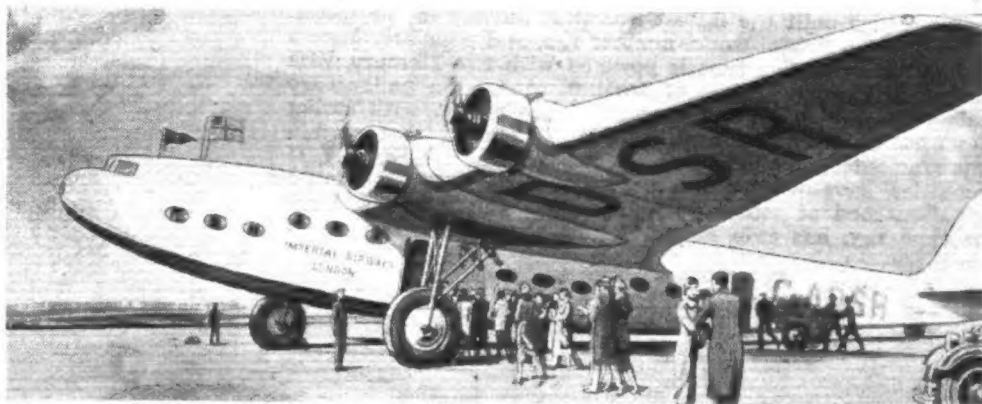
Dual control is provided for the captain and first officer. A wireless operator and two stewards complete the crew. Aft of the control cabin the fuselage is divided into cabins, there being four in the "European" (42-passenger) class and three in the "Empire" class. The latter model accommodates 27 passengers by day or twenty by night, with sleeping arrangements. In both types there is a kitchen, but the European class has three lavatories whereas the Empire model has two. There is a capacious hold for mails and luggage.

The main dimensions are: span 123ft., length 110ft., and height 23ft.

## BLACKBURN

**THE** prototype of a twin-engined high-speed civil monoplane known as the H.S.T.10 is flying at the Brough (E. Yorks) aerodrome of the Blackburn Aeroplane and Motor Company. This model has Napier Rapier VI moderately supercharged "H" type engines giving a maximum speed of 200 m.p.h.

The wing is of the Duncanson single-spar patented type incorporating a spar of tubular form which is employed as the fuel tank.



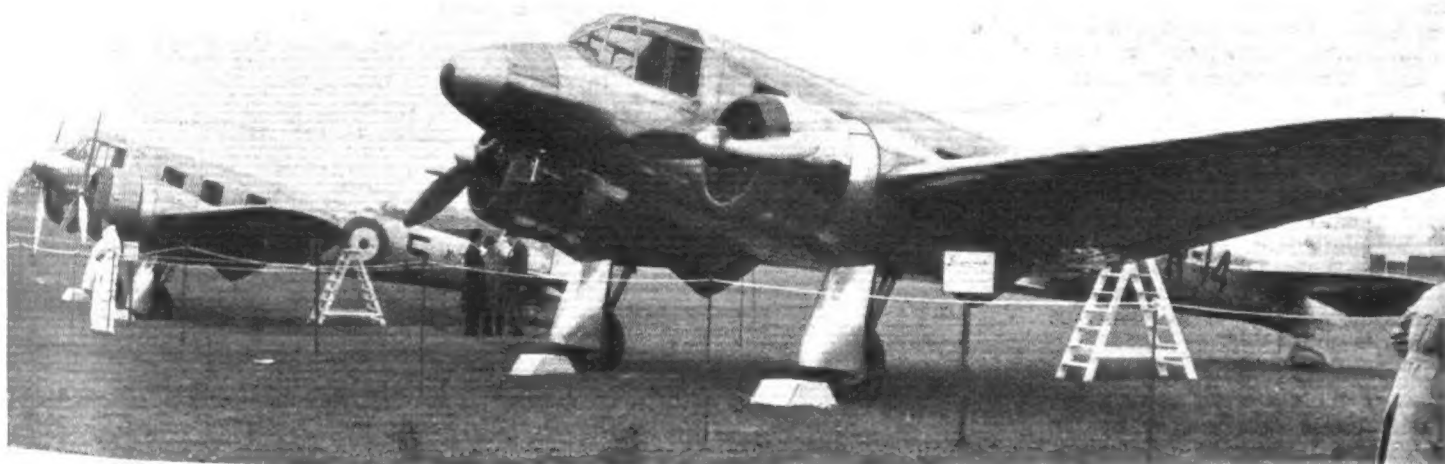
The Broughton Blayney Brawny light monoplane, which is now on a 3,000-mile tour of the British Isles.

## BOULTON PAUL

**TWO** feeder-line biplanes of the P.71/a type have been supplied by this Wolverhampton firm to Imperial Airways, Ltd. On the power of two Siddeley Jaguar VI.A engines this type cruises at 150 m.p.h. A machine of similar design but fitted with 690/750 h.p. Bristol Pegasus III's has also been designed.

## BROUGHTON BLAYNEY

**P**RODUCTION of the Brawny ultra-light monoplane was started at Hanworth, Middlesex, just over three weeks ago by the Broughton Blayney Aircraft Company, Ltd. The



Nearest the camera is the twin-Aquila Bristol 143 civil monoplane and beyond it the 142 Britain First with two Mercuries. The latter is the fastest commercial machine ever built.